

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch

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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.9/14.3,0.0/1.6File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000452**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 12-Nov-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 27**HSR's:** 0 / 10**NCR's:** 0 / 12

Item	Title	Detail
1	Critical Weld Repairs (CWRs)	Re-submittal of CWR's 2 through 18 related to repairs of Tower Skin Plate Stiffeners – rejected by Caltrans for insufficient data
2	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-Stiffeners to OBG Bottom Plates,</p> <p>Fitting and welding floorbeams,</p> <p>Drilling and cutting T-Stiffeners.</p> <p>77m Tower Mock-up:</p> <p>QC and QA performed MT of the Flange to Diaphragm weld.</p> <p>89m Tower Mock-up:</p> <p>Welding stiffener plates between diaphragms,</p> <p>Performing weld repairs on Longitudinal Stiffener to Skin Plate</p> <p>114m Tower Mock-up:</p> <p>Performing weld repairs on Longitudinal Stiffener to Skin Plate,</p> <p>Weld Longitudinal Stiffener to interior splice plates.</p> <p>Deck Plate Mock-up:</p> <p>Checking Tack Weld length and spacing. Also QA noted excessive root gap on all of the ribs. This was corrected during swing shift.</p>
3	Meetings attended	<p>Caltrans met with ABF and ZPMC at 1300 to discuss issues and the schedule for the next three days.</p> <p>ZPMC asked Caltrans for further details regarding the rejection of CWR's 2 through 18 and 27. Caltrans explained that the CWR's did not contain details of the changes to the Fabrication Procedures to prevent future occurrences. Caltrans was expected to see changes to the Fabrication Procedures based upon the internal trials that ABF and ZPMC conducted, and previously discussed with Caltrans. The changes to the Fabrication Procedures for the Mock-up and Production should be done on site and</p>

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agreed to by ABF/ZPMC and Caltrans. All parties agreed to meet tomorrow at 10am to red-line the procedures. ABF also stated that they were proposing changes to the procedures relating to the strut stiffeners (CWR 27).

ZPMC and Caltrans are schedule to select the 4th set of check samples tomorrow.

ZPMC informed ABF and Caltrans that Side Bend tests for welder qualifications would take place on Wednesday.

Caltrans brought to ABF and ZPMC's attention that QA observed root gaps on the closed-rib to deck for the Deck Mock-up that exceed the allowances in the Deck Fabrication Procedures. This should be corrected prior to welding. At this point the mock-up does not comply with the Fabrication Procedures or the last weld trial.

ABF informed Caltrans that the response to the weld trial that was hand delivered to Caltrans last Thursday, November 8th was official and will be transmitted to Pier 7 for input into PMIV. ABF has received Caltrans data on the closed-rib weld trial for review and discussion.

4	Quality Assurance Inspectors per shift	5 Day Shift (Acuna, Hernandez, McClendon, Viars on Island – Dixon at Lab in Shanghai) 3 Swing Shift (Berger, Franco, Smith) 2 Graveyard Shift (Hasler, Jobes)
5	Logistics	ABF gave Caltrans a revised schedule for the Deck Plate Mock-up which shows welding to take place tomorrow, November 13th.

Inspected By: McClary,David

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
